

received: a new, experimental, "X"-shaped tail for increased control; 10 dive breaks around her hull; a new bow which included modified forward ballast tanks; new sonar systems; and a large auxiliary rudder in the after part of her sail. Following the completion of this work in August 1961, she operated along the east coast learning the effect of her new configuration and equipment upon her capabilities and performance.

In 1962, she received a newly developed DIMUS sonar system and, on 7 December of that year, work began on her fourth major conversion which included the installation of concentric contra rotating propellers, of a high-capacity silver-zinc battery, and of a larger main motor. New radio equipment, BQS and BQR sonars, an emergency recovery system, and a new main ballast tank blow system were also added. After the work was completed in March 1965, *Albacore* prepared for deployment to Florida waters to study the results of her changes. She returned to Portsmouth on 8 October and continued to evaluate her capabilities under the new configuration. On 1 August, she reentered the Portsmouth Naval Shipyard to replace the silver-zinc battery and to shorten the distance between the contra-rotating propellers—work which lasted into August 1967.

Standardization and machinery tests in the Gulf of Maine during September were followed by evaluation of towed sonar arrays off Port Everglades, Fla., in October and November. Then came acoustics trials in the Tongue of the Ocean, a deep channel in the Central Bahamas.

On New Year's Day 1968, the submarine returned to Portsmouth for a modification of her propulsion system which kept her in the navy yard until 19 April. Then, following a month of trials in the Gulf of Maine, she headed south for evaluation of her new MONOB I and AUTECH systems and of Fly-Around-Body (FAB), Phase I, equipment on Tongue of the Ocean. She returned to Portsmouth on 24 August for AUTECH deinstrumentation and installation of FAB Phase II equipment. Then, following evaluation of this new gear in the Gulf of Maine, *Albacore* returned to Portsmouth on 30 September and went into reduced operating status pending the results of further studies on the feasibility of using her thereafter for further research. Consequently, she remained for the most part inactive until 2 February 1970 when she began an overhaul in drydock and modifications to prepare her for Project SURPASS, a research and development project sponsored by the Naval Ship Research and Development Center at Carderock, Md. The ship left drydock on 16 April 1971, commenced sea trials on 22 July, and completed them on 29 August. Early in October, she operated off Provincetown, Mass., to calibrate her sonar and radar equipment.

However, after frequent diesel engine failures had caused repeated delays in her operations, her deployment in support of Project SURPASS was cancelled and preparations for her deactivation were begun. *Albacore* was decommissioned on 9 December 1972 and laid up at Philadelphia. Her name was struck from the Navy list on 1 May 1980, and she was towed back to Portsmouth late in April 1984. In 1985, she was dedicated as a memorial.

*Albacore's* service as an active experimental submersible for more than two decades steadily increased the Navy's knowledge of both theoretical and applied hydrodynamics which it used in designing faster, quieter, more maneuverable, and safer submarines. The Navy's effort to build hulls capable of optimum operation while submerged was wedded to its nuclear propulsion program in the submarine *Skipjack* (SSN-585) which was laid down in the spring of 1956; and these two concepts have complemented each other in the design of all of the Navy's subsequent submarines.

### *Albany*

A city in New York located on the west bank of the Hudson River about 145 miles north of New York City. It is the state capital and the seat of government for Albany County.

#### I

(SlpW: t. 1,064; l. 163'6"; b. 32'2"; dr. 13'0"; dph. 17'3"; cpl. 210; a. 4 8", 18 32-pdrs.)

The first *Albany* was laid down at the New York Navy Yard sometime in 1843; launched on 27 June 1846; and commissioned on 6 November 1846, Capt. Samuel Livingston Breeze in command.

The sloop of war put to sea on her first cruise on 26 November

1846 and joined the Home Squadron—then engaged in operations against Mexicans—on 8 January 1847 at Anton Lizardo. Soon thereafter, however, she departed the Mexican coast for an independent cruise to the vicinity of the Azores. Upon her return to the east coast of Mexico early in March, *Albany* guarded the transport anchorage at Isla Verde in preparation for General Winfield Scott's operations against Veracruz. During the 9 March amphibious action, *Albany* carried and landed the reserve elements under Brigadier General David E. Twiggs. Since the Mexican leaders chose not to oppose the landings, *Albany* saw no combat. Later, on 22 March, the sloop of war sent one of her 8-inch shell guns and its support personnel ashore to help in the siege of Veracruz.

Veracruz surrendered formally on 29 March; and *Albany* then moved to the next objective—Alvarado. The Mexicans, however, had already abandoned that port; and Lt. Charles G. Hunter, commanding *Scourge*, arrived first and took possession of the town. *Albany*, therefore, soon headed for another target—Tuxpan. She and the other ships of the squadron arrived at the mouth of the Tuxpan River on the morning of 17 April. *Albany's* commanding officer, Capt. Breeze, then formed his landing party of over 1,500 sailors and marines drawn from all ships in the squadron. They embarked in the barges and the six ships chosen to ascend the river and capture Tuxpan. *Albany* herself did not participate in the action though her captain and some of her crewmen did. Between 18 and 22 April, the force moved up the river, engaged and captured two artillery batteries, destroyed fortifications and military equipment at Tuxpan, and then retired down the river to rejoin the squadron. When the American warships dispersed to various blockade stations along the eastern coast of Mexico, *Albany* and *Reefer* remained off the mouth of the Tuxpan River.

Then, after service on the blockade at various other points, *Albany* arrived off the mouth of the Tabasco River by 13 June. Once again, her deep draft precluded the ship's actual participation in the ascent of the river. However, as in the Tuxpan operation, members of her crew joined the expedition. The movement upriver began late in the first dog watch on 14 June. In two days, the American force ascended the river, disembarked the landing force, routed the defenders on the approaches to Tabasco, and captured the town. The Americans remained there until 22 July when yellow fever and ever braver Mexican troops forced the evacuation of the town.

In the meantime, *Albany* headed home for repairs. She departed the Mexican coast on 11 July and arrived in Hampton Roads, Va., on 6 August. From there, she soon moved north to Boston where she completed her repairs on 27 September. On 10 October, the sloop of war put to sea to return to the Gulf of Mexico and served along the Mexican coast on blockade duty again until March of 1848 when she was detached and sent to Venezuela to protect American citizens there during a highly volatile constitutional crisis in that country. With the Mexican War at an end, *Albany* began cruising the Caribbean-West Indies region. That duty lasted until 12 September 1848 when she returned to Norfolk.

Between 15 November 1848 and the latter part of 1853, the sloop of war made three more extended deployments in the Caribbean Sea-West Indies area as a unit of the Home Squadron. On 12 December 1853, *Albany* set sail from Boston, Mass., on the final mission of her career. After several months sailing among the islands of the West Indies and along the coast of Central America, she departed Aspinwall, Colombia (now Colon, Panama), on 29 September 1854. She was never heard from again and was listed as lost at sea with all hands.

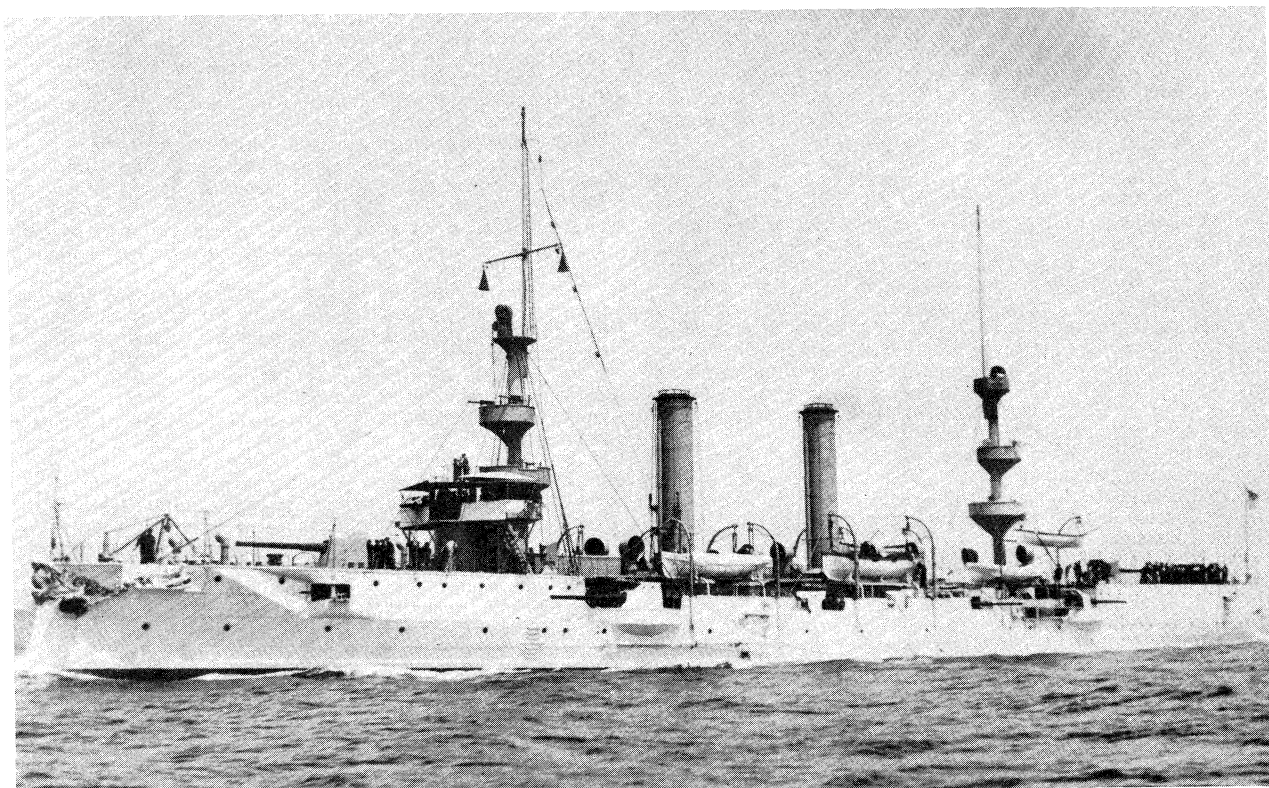
#### II

*Contoocook* (q.v.)—a screw sloop of war—was renamed *Albany* on 15 May 1869.

#### III

(Protected Cruiser: dp. 3,340; l. 354'9 1/2"; b. 43'9"; dr. 17'6" (aft); s. 20.52 k.; cpl. 353; a. 6 6", 4 4.7", 10 6-pdrs. 4 1-pdrs., 4 mg., 2 field pieces, 3 tt.)

The third *Albany*—a protected cruiser laid down at Newcastle-on-Tyne, England, by Armstrong, Whitworth & Co. as *Almirante Abreu* for the Brazilian Navy—was purchased while still on the ways by the United States Navy on 16 March 1898 to



The cruiser *Albany*, in an undated broadside view, early in her career, clearly showing the disposition of her main battery and the white and spar color scheme prevalent in the United States Navy early in the 20th century. (19-N-11963)

prevent her being acquired by the Spanish Navy; renamed *Albany*; launched in February 1899; sponsored by Mrs. John C. Colwell, the wife of the American naval attaché in London; and commissioned in the Tyne River, England, on 29 May 1900, Capt. Joseph E. Craig in command.

On 26 June 1900, *Albany* put to sea bound for service in the Philippines. Steaming via Gibraltar, the Mediterranean Sea, the Suez Canal, and the Indian Ocean, the cruiser arrived at Cavite in the Philippines on 22 November. She served with the Asiatic Fleet in the Philippines for the next seven months. During that tour of duty, the protected cruiser visited Hong Kong from 28 December 1900 to 17 February 1901 for repairs in drydock.

On 3 July 1901, she departed Cavite to return to the European Station. Retracing the path of her maiden voyage, *Albany* transited the Suez Canal early in September and reentered the Mediterranean on 15 September.

For the following nine months, the warship cruised the warm waters of the Mediterranean visiting ports in Greece, France, Italy, Spain, and Egypt. She entered the Atlantic on 18 June 1902 and, after stops at Cherbourg, France, and Southampton, England, rendezvoused with *Illinois* (Battleship No. 7), the protected cruiser *Chicago*, and *San Francisco* (Cruiser No. 5) off Galloper light vessel on 12 July. She exercised with those ships until 20 July at which time she set a course for the Baltic Sea. During her sojourn in the waters of northern Europe, she visited Stockholm, Sweden; Kronstadt, Russia; and Copenhagen, Denmark. Early in September, she exited the Baltic and, after a visit to Plymouth, England, reentered the Mediterranean on the 12th. After almost two months of duty in the "middle sea," *Albany* set a course for the western hemisphere early in November. She arrived in the West Indies later that month and ended the year in fleet tactical maneuvers which she concluded early in January 1903. On the 5th, the ship set a course for Boston, Mass.

After repairs at Boston and at the New York Navy Yard, *Albany* got underway on 15 February 1903 to return to Euro-

pean waters. At the end of a brief tour of duty in the Mediterranean, she transited the Suez Canal at the end of May and set a course for the Far East. She stopped for coal at Hong Kong and then joined the Asiatic Fleet at Chefoo in northern China. She spent most of the remainder of 1903 operating with that fleet in the waters of northern China, Korea, and Japan. On one occasion in mid-November, she carried the United States minister to Korea from Kobe, Japan, to Chemulpo, Korea. Upon returning to Kobe and proceeding thence to Yokohama, the protected cruiser embarked upon a voyage to Hawaii on 3 December. She arrived in Honolulu on the 16th and remained there until the 29th at which time she headed back toward the western Pacific. She made a stop at Guam in the Ladrone (now Mariana) Islands before arriving at Cavite in the Philippines on 20 January 1904. She operated in the Philippines for about a month and headed for the coast of China on 19 February. The warship reached Shanghai four days later and remained in the vicinity for a month before getting underway for the Philippines on 22 March. She laid over at Cavite from 26 March to 18 April. The cruiser made another brief voyage to Shanghai and back to the Philippines between 18 and 30 April. Following a week at Cavite, she put to sea, bound for the United States. She made stops en route at Guam and Honolulu and arrived in port at Bremerton, Wash., on 16 June. Soon thereafter, *Albany* was placed out of commission at the Puget Sound Navy Yard.

The protected cruiser remained inactive for almost three years. On 10 June 1907, she was placed in full commission, Comdr. Henry T. Mayo in command. Assigned to the Pacific Fleet, *Albany* spent the next three years cruising the western coasts of North and Central America. Her duty on the west coast of North America consisted primarily of training evolutions but also included surveillance missions along the coast of Central America in protection of United States citizens and their interests in the perennially unsettled republics there. She visited ports in Mexico, Honduras, El Salvador, and Nicaragua. The latter country proved to be her primary area of operations dur-

dock Co.; launched on 13 June 1987; sponsored by Mrs. Nancy M. Kissinger; and was commissioned on 7 April 1990, Commander Darl R. Anderson in command.

### *Albatross*

The first and third ships named *Albatross* retained their former names. The others were named for any of the large, web-footed sea birds related to petrels.

#### I

(ScStr: t. 378; l. 150'; b. 30'; dph. 10—; s. 11 k.; a. 1 8" D. sb., 2 32-pdr. sb.)

The first *Albatross*—a screw steamer rigged as a three-masted schooner—was built at Mystic, Conn., in 1858; purchased by the Navy at Brooklyn, N.Y., on 23 May 1861; and commissioned at the New York Navy Yard on 25 June 1861, Comdr. George A. Prentiss in command.

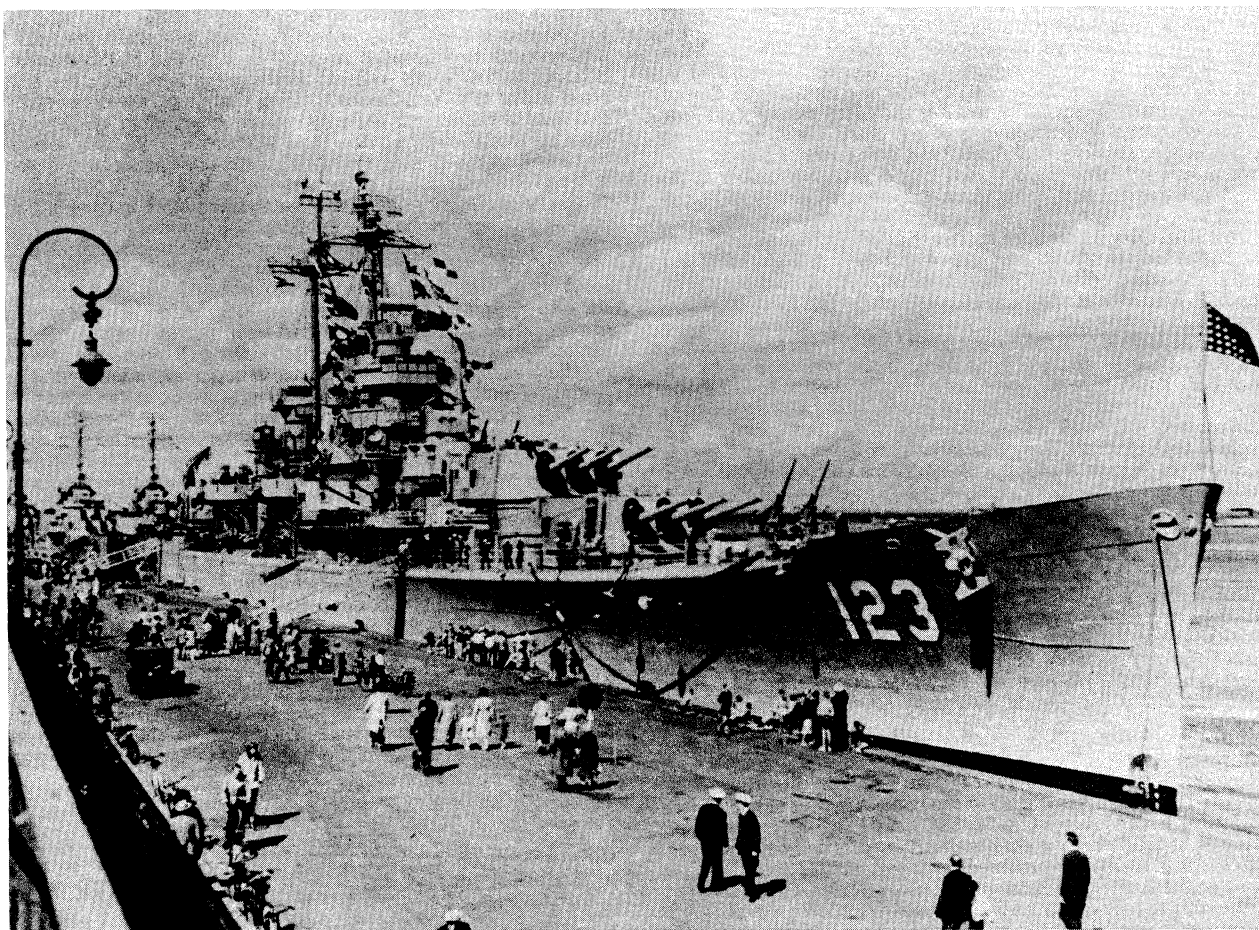
Acquired during the Union Navy's efforts to expand the Fleet early in the Civil War to carry out the blockade of the Confederate coast established by President Lincoln's proclamation of 19 April, *Albatross* was assigned to the Atlantic Blockading Squadron; soon sailed for the Virginia capes; and reported to its commander, Flag Officer Silas Stringham, at Hampton Roads, Va., on 1 July. Following a week's service in the Chesapeake Bay—along its eastern shore and off the mouth of the Rappahannock River—the steamer rounded Cape Henry on the 10th and

proceeded south to waters outside the bar off Hatteras Inlet to assist in sealing off the North Carolina coast. The ship's first action came on 11 July after a Confederate shore battery near Oregon Inlet opened fire on her. She answered with all her guns, knocked out one of the Confederate cannon, and drove the Southern soldiers from the area.

*Albatross* made her first capture on the 18th, when a party from the steamer boarded and seized the schooner *Velasco* of Galveston, Tex., which was carrying false papers while sailing under the Lone-Star flag from Matanzas, Cuba, with a cargo of sugar. *Albatross* took the prize to Hampton Roads and turned her over to Flag Officer Stringham on the 20th. The next day, while returning to her station, *Albatross* exchanged fire with the North Carolina steamer *Beaufort* lying off Bodie Island and forced the Southern ship to retire through Oregon Inlet to safety in Pamlico Sound.

On the 22d, while *Albatross* was chasing a sailing vessel near Hatteras Inlet, a negro man jumped overboard and shouted, "Save me, captain, she's bound to Charleston." While lowering a boat to pick up the black, *Albatross* turned her guns on the schooner and ordered her to heave to. That vessel, *Enchantress*—a schooner of Newburyport, Mass., which had been captured on 6 July by Confederate privateer, *Jeff Davis*—promptly surrendered. Comdr. Prentiss, considering the five crewmen captured with the schooner to be pirates, had them put in double irons. He placed Master's Mate Tunis D. Wendell in charge of the prize over a crew consisting of five Union sailors and the rescued man who had been on *Enchantress* when she surrendered to the Southern privateer.

*Albatross* took the schooner to Hampton Roads where they



*Albany* (CA-123), during her visit to Copenhagen, Denmark, between 18 and 23 June 1951. The high speed minelayer *Shannon* (DM-25) lies moored astern. (NH 96634)



arrived on 24 July. Since the Union steamer was in need of repairs, Stringham sent the two vessels on to Philadelphia. En route north on 1 August, a party from *Albatross* boarded *Elizabeth Ann*—of Accomac, Va., and bound from Penn's Grove, N.J., for Chincoteague, Va.—and, upon finding her papers to be incorrect, seized that vessel and took her in tow. On 2 August, the three ships reached Philadelphia where the schooners were turned over to the prize court and *Albatross* entered the shipyard for repairs.

After completion of the machinery work late in the month, the steamer returned to Hampton Roads on the evening of 31 August and began cruising in Chesapeake Bay where she took the schooner *Alabama* off the mouth of the Potomac on 14 September. Next ordered back to waters off the outer banks of North Carolina, *Albatross*—but for periodic runs to Hampton Roads for fuel and provisions and a trip to Baltimore for repairs—operated near Beaufort until April 1862 when she was transferred to the South Atlantic Blockading Squadron. The highlight of this stint of service off Beaufort was her discovery and destruction of the grounded 800-ton British ship *York* of Dublin, Ireland, near Bogue Inlet on 16 January 1862. After reporting to Flag Officer Du Pont, the ship spent May and June in Winyah Bay, S.C., blockading Georgetown, S.C. There, on 20 June, two boats from *Albatross* captured steam tug *Treaty* and schooner *Louisa*. Early in July, the steamer proceeded to Boston where she arrived on the 10th for repairs. When ready again for sea, *Albatross*—commanded by Comdr. Henry French since 1 August—was reassigned to the West Gulf Blockading Squadron. She stood out to sea on the evening of 7 August and, after reporting to Rear Admiral Farragut, was stationed off the mouth of the Rio Grande near Brownsville, Tex. There, on 21 September, she captured the schooner *Two Sisters* of Galveston, flying the Confederate flag as she was sailing from Sisal, Mexico, toward Galveston with 87 bales of gunny cloth for Southern cotton gins and one case of crinolines probably intended for a less utilitarian purpose.

Late in September, yellow fever broke out in *Albatross*; and, upon the recommendation of the ship's surgeon, Comdr. French sailed to Pensacola where she arrived on 4 October. Farragut placed the steamer in quarantine, and she was forbidden to communicate with the rest of the squadron. Nevertheless, the Admiral reprimanded French for leaving his station before his

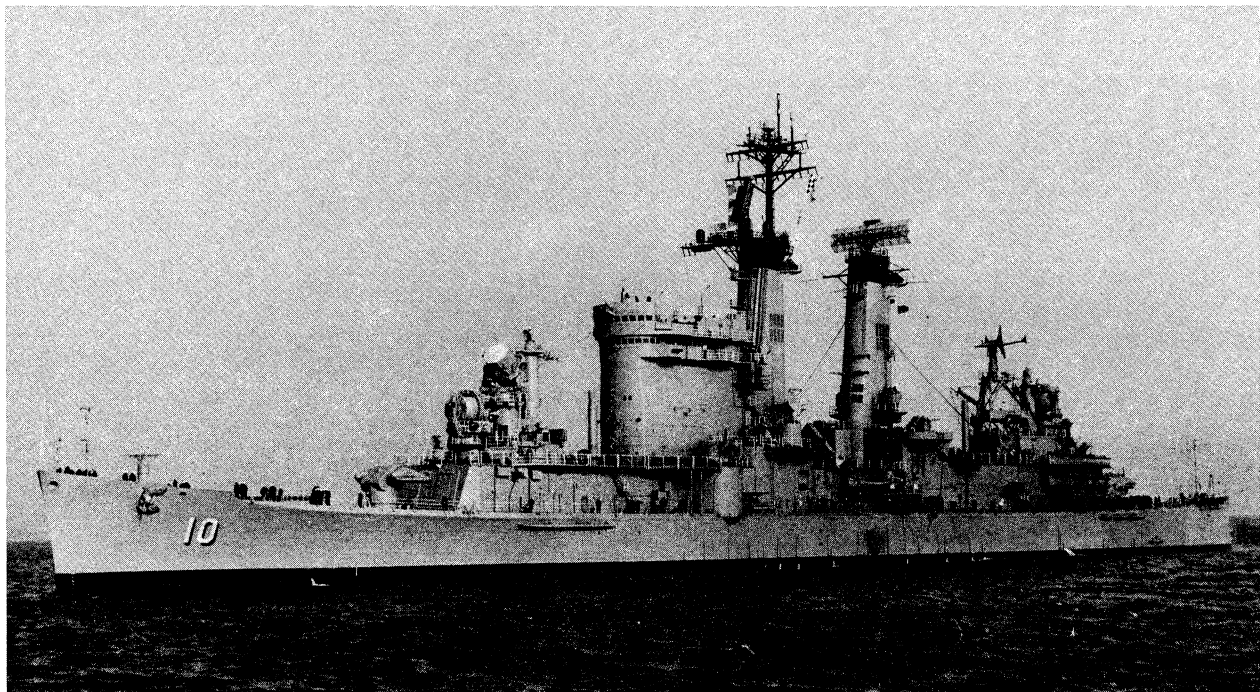
ship had been properly relieved and, on 29 October, sent him North in *Rhode Island* with orders to report to the Secretary of the Navy. Lt. Comdr. John E. Hart took command of *Albatross*.

After the health of her crew had been restored, the steamer began patrolling off the gulf shore in mid-November. From the 24th of that month until 8 December, boat crews from the ship made a series of raids against salt works along the Florida coast between St. Andrews Bay and Pensacola, during which they destroyed over 300 salt pans.

On 11 December, *Albatross* sailed for the Mississippi where the tempo of operations to free the river for Union shipping was increasing. On the 17th, she, *Richmond*, *Cayuga*, *Katahdin*, and *Winona* supported the uncontested landing of Major General Banks' troops at Baton Rouge, La. Ever since the previous spring, when his thrusts upriver had been nullified by lack of ground forces, Farragut had been awaiting Army support for clearing the Mississippi. After the surrender of Baton Rouge, he was eager to move on to the next Confederate river stronghold, Port Hudson; but no soldiers were made available for the operation.

Finally, with the approach of the spring, misfortunes to Rear Admiral David D. Porter's Mississippi Squadron—which had been attempting to send some of its gunboats past Vicksburg to patrol the river between that strongly fortified position and Port Hudson—prompted Farragut to brave the guns of Port Hudson without help from Banks. On the evening of 18 March 1863, he moved seven of his warships—four saltwater men-of-war and three gunboats—some 15 miles above Baton Rouge and anchored for the night. During the next day, he gave careful attention to the readiness of each ship in the force for battle. He had three of the heavy warships lashed to the fort and soon-to-be-engaged sides of the smaller gunboats—pairing his flagship, *Hartford*, with *Albatross*; *Richmond* with *Genesee*; and *Monongahela* with *Kineo*. *Mississippi*, proceeding alone, brought up the rear. Farragut later explained his selection of *Albatross* as *Hartford*'s partner. "*Albatross* being the most vulnerable of the gunboats, and her speed being about equal to that of this ship, was assigned to her. . . ."

Shortly after 10:00 p.m., the fleet got underway. Moving up the river "in good style," *Hartford* and *Albatross* weathered the hail of shot from the batteries. Major General Franklin Gardner, commanding Confederate forces at Port Hudson, noted: "She



*Albany* (CG-10) in Boston harbor, 26 November 1968. Note the radical difference in her appearance after her conversion to a guided-missile cruiser from a gun cruiser. (NH 96627)

returned our fire boldly." While the flagship and her consort were passing the lower batteries, the current nearly swung the pair around and grounded them; "but," Farragut reported, "backing the *Albatross*, and going ahead strong on this ship, we at length headed her up the river." Though able to bring only two guns to bear on the upper batteries, Farragut successfully passed those works.

Following the flagship closely, *Richmond* took a hit in her steam plant, disabling her. "The turning point (in the river) was gained," Commander Alden reported, "but I soon found, even with the aid of the *Genesee*, which vessel was lashed alongside, that we could make no headway against the strong current of the river, and suffering much from a galling cross fire of the enemy's batteries, I was compelled though most reluctantly, to turn back, and by the aid of the *Genesee* soon anchored out of the range of their guns."

Next in line, *Monongahela* ran hard aground under Port Hudson's lower batteries where she remained for nearly half an hour, taking severe punishment. At least eight shots passed entirely through the ship. The bridge was shot from underneath. Capt. James P. McKinstry, wounding him and killing three others. With *Kineo's* aid, *Monongahela* was refloated; and she attempted to resume her course upriver. "We were nearly by the principal battery," wrote Lt. Nathaniel W. Thomas, the executive officer, "when the crank pin of the forward engine was reported heated, and the engine stopped. . . ." The ship became unmanageable and drifted downstream, where she anchored out of range of the Confederate guns.

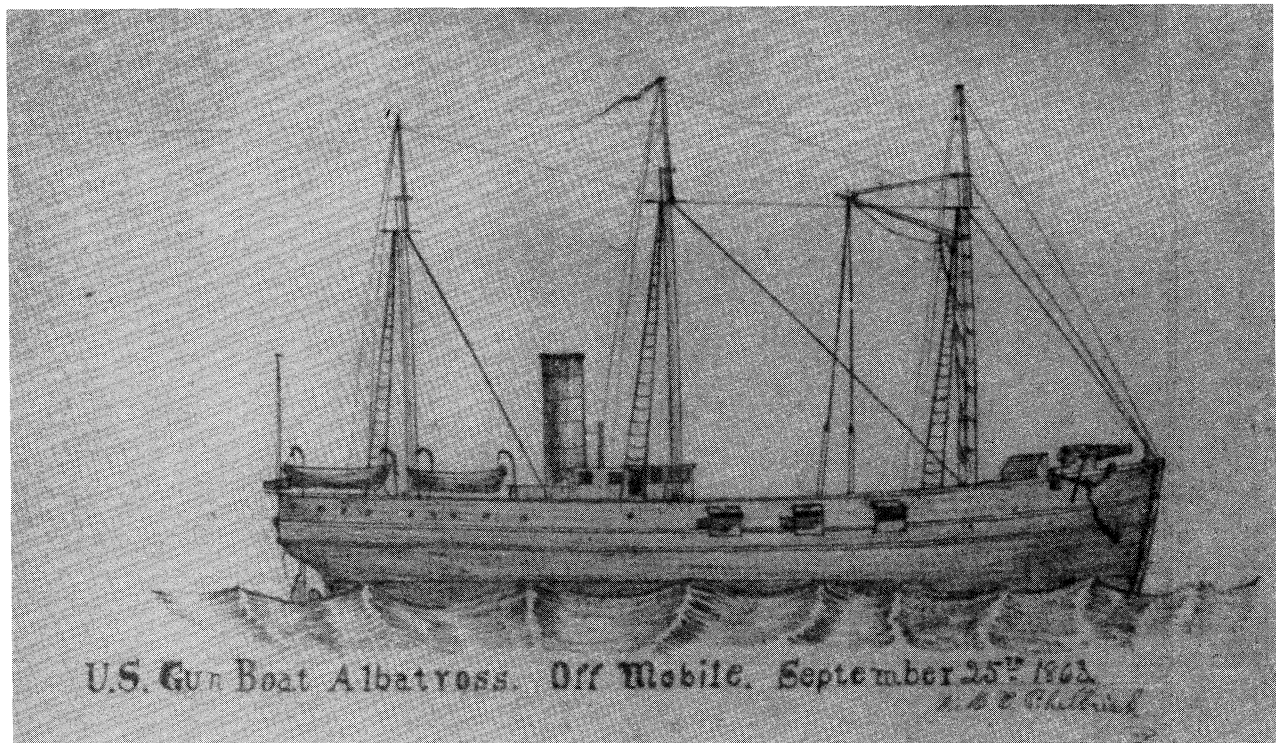
Meanwhile, on board *Mississippi*, Capt. Melancton Smith saw *Richmond* coming downstream but, because of the heavy smoke of the battle, was unable to sight *Monongahela*. Thinking that she had steamed ahead to close the gap caused by *Richmond's* leaving the formation, he ordered his ship "go ahead fast." In attempting to do so, *Mississippi* ran aground and, despite every effort, could not be brought off. After being set afire in four places, she was abandoned. At 3:00 a.m., *Mississippi* was seen in flames floating slowly down river; and, two and one-half hours later, she blew up. Thus ended one of the war's fiercest engagements. Only *Hartford* and *Albatross* had succeeded in running the gauntlet.

Commenting on *Albatross's* role, Farragut stated, ". . . although it was not in Lt. Comdr. Hart's power to do much, still he did all that was in his power, and whenever he could bring a gun to bear, ahead or astern, on the port side, it was instantly fired. *Albatross's* only casualty in the action was Charles Raick, the captain's steward, who according to the ship's deck log, ". . . was killed while nobly fighting his gun." But for a Parrott gun which lost a part of its trunnion when struck by a shell, the ship suffered little material damage.

After reaching comparative safety beyond the range of Port Hudson's guns, the two Union warships operated in the stretch of the Mississippi between that Southern fortress and Vicksburg until both of these Confederate riverbank strongholds had fallen almost four months later. While plying these waters which bristled with hostile batteries, they denied the Southern armies fighting in the East the steady flow of men, food, horses, and miscellaneous supplies which had supported Confederate troops since the onset of the conflict.

In the middle of March, *Albatross* engaged the Confederate batteries at Grand Gulf, Miss., and suffered one man killed and nine wounded. On 4 May, she attacked the Confederate Fort De Russey and engaged two Confederate steamers moored to the earthworks, *Grand Duke* and *Mary T.* In the engagement, *Grand Duke* was set on fire five times and suffered seven wounded, while *Albatross* was badly shot up and suffered heavy casualties when a 32-pounder ball came through the wheelhouse carrying the wheel away and causing the relieving tackles to be manned by men in plain view of the enemy. Two men from the ship were killed and four wounded. On the bright side, Quartermaster James Brown displayed most unusual courage during the action. After the steering wheel and wheel ropes had been shot away, Brown stood on the gun platform of the quarterdeck, exposing himself to close fire from musketry ashore and rendered invaluable assistance by his expert management of the relieving tackles. By doing so, he was instrumental in extricating the vessel from a perilous position and thereby aided in the capture of Fort De Russey's heavy works. Brown later received the Medal of Honor for his valor.

Following the surrender of Port Hudson on 9 July, *Albatross* dropped down river and briefly operated on patrol out of New



*Albatross* off Mobile, Alabama, 25 September 1863, as drawn by Carpenter's Mate William M. C. Philbrick of *Portsmouth*. (NH 57264-A)

Orleans before beginning a repair period which lasted until mid-September when the ship joined the blockading forces off Mobile Bay. A month later, yellow fever was again raging and compelled the ship to be placed in quarantine at Pensacola.

When again ready for duty, *Albatross* served as a dispatch vessel; then returned to blockade duty off Mobile. Late in the year, she resumed cruising in the gulf. On 9 January 1864, the ship shelled a large steamer lying under the guns of Fort Morgan, Ala., at the entrance to Mobile Bay. Thereafter, other than periods of repairs, she alternated blockade duty with dispatch service until 21 May 1864 when she was ordered north for major repairs at the Portsmouth Navy Yard where she was decommissioned on 6 June.

Recommissioned on the day after Christmas 1864, the steamer was ordered back to the West Gulf Blockading Squadron. However, while sailing south, she encountered "... a fierce storm some 100 miles south of Cape Cod and was severely damaged, losing her smokestack and her top foremast. Her boats were also badly battered." Proceeding "with the aid of sails and what small amount of steam we could make without a pipe," the ship managed to reach the Delaware breakwater and entered the Philadelphia Navy Yard for repairs. When once more seaworthy, she headed for the gulf and was stationed at Mobile where she served through the end of the war.

Following the collapse of the Confederacy, *Albatross* sailed to the Boston Navy Yard where she was decommissioned on 11 August 1865. She was sold at public auction there on 8 September 1865 to C. P. Stickney. Redocumented on 23 September 1865, the ship operated in merchant service until her engines were removed in 1888, and she was dropped from shipping registers.

## II

(Str: t. 638'; l. 234'; b. 27'6"; dph. 16'9"; s. 10 k.; cpl. 110)

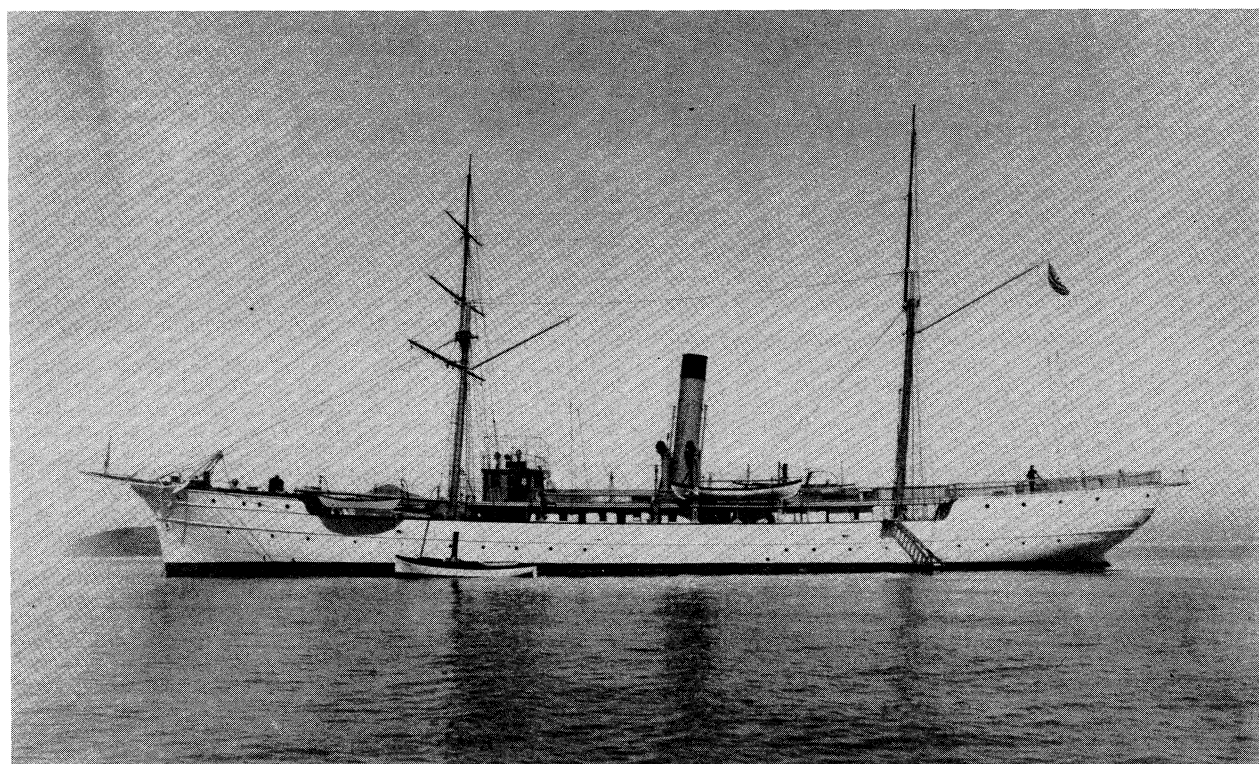
The second *Albatross*—an iron-hulled, twin-screw steamer reputedly the first vessel ever built especially for marine research—was laid down at Wilmington, Del., by Pusey and

Jones in March 1882; launched on 19 August 1882, and commissioned on 11 November 1882, Lt. Zera L. Tanner in command. Tanner, who had superintended the ship's design and construction, would command *Albatross*, a Navy-manned vessel assigned to the United States Fish Commission, a civilian government agency, for nearly 12 years.

Following trial operations between Wilmington and Washington, D.C. from 30 December 1882 to 13 February 1883, *Albatross* returned to her builder's yard for engine alterations. While steaming back to Washington, the ship experimented with her dredging equipment, and arrived at the nation's capital on 25 March 1883. She left the Potomac on 24 April and proceeded to Woods Hole, Mass., which would serve as her base for several months of operations investigating the "migrations of mackerel, menhaden, and other migratory species." During this period, she also made shorter dredging trips out of Woods Hole, to the Gulf Stream and the tilefish grounds.

Over the first months of 1884, the steamer operated out of Norfolk, Va., and, at the Navy's request, conducted hydrographic work in the Caribbean, carrying out "biological investigations" afloat and ashore. From 12 July and 23 October 1884, she operated principally between Woods Hole and the nation's capital, but also ranged from the Virginia capes to the Gulf of Maine. As she plied these waters, her embarked scientists observed the movements of surface fish, examined the former tilefish grounds, and studied the "influence of the Gulf Stream on bottom fauna." While underway, she also made dredge hauls and conducted fishing trials. "At (the) service of the Secretary of the Navy" between 26 August and 2 September, *Albatross* participated in the review of the North Atlantic Squadron.

The ship spent the first half of 1885, making cruises from Washington to Pensacola, Fla., and New Orleans, La., to look into the red-snapper banks and fisheries of the gulf. While visiting New Orleans from 20 February to 1 March 1885, the vessel served as a major attraction in the Fish Commission exhibit at the International Exposition then being held in that city. For the latter part of the year, she cruised from Washington to Woods Hole, investigated the Grand Banks, off Newfoundland, and looked into the fishing banks off the Virginia and Delaware capes.



United States Fish Commission Steamer *Albatross*, in the 1890s. (NH 91740, U.S. Army History Institute, Carlisle Barracks, Pennsylvania)



Early in 1886, *Albatross* proceeded to the Bahamas on a fishery and hydrographic survey; then spent the latter part of the year examining the cod and halibut banks off the Canadian Maritime Provinces and dredging off Woods Hole.

For much of 1887, *Albatross* lay in port at either Washington or Baltimore, readying herself for a cruise to the Pacific. Only one brief cruise interrupted these preparations. From 5 to 9 April, she steamed to Norfolk from the nation's capital to familiarize officers assigned to the steamer *Thetis* with the dredging equipment that their ship would carry in her voyage to the frigid waters of the North Pacific and Arctic oceans.

In the autumn, *Albatross* conducted a trial trip testing her newly installed boilers and then carried out sounding and dredging operations along the inner edge of the Gulf Stream. Then, following a month at Woods Hole, she proceeded via Washington to Norfolk, whence she got underway on 21 November 1887 to begin the long voyage to the Pacific Ocean. *Albatross* arrived at Punta Arenas, Straits of Magellan, on 23 January 1888 and remained at anchor there until 1 February, when she cleared the port to resume her circumnavigation of South America. During the voyage north, she touched briefly at Wreck Bay, Chatham Island, in the Galapagos group on 4 April. Ultimately, the steamer reached San Francisco on 11 May 1888, having completed a 15,956.7-mile voyage. For much of the remainder of the year, she operated between San Francisco and Alaska, exploring the waters to the south of the Alaskan peninsula and, later, in examining the area off the coasts of Washington and Oregon.

Departing San Francisco on 3 January 1889, *Albatross* proceeded via San Diego to the Gulf of California, exploring the waters between Point Concepcion and the Mexican border and subsequently sounding the depths off lower California and examining the fishery resources in the Gulf of California and the oyster beds off Guaymas, Mexico. Returning to San Francisco on 25 April, she later proceeded to Seattle, whence she conducted fishery and hydrographic investigations off the coast of Washington and Oregon between 6 and 29 June. Between 8 and 28 July, *Albatross* operated from Tacoma, Wash., with four members of the Senate Committee on Indian Affairs embarked: Senators H. L. Dawes, F. B. Stockbridge, C. F. Manderson, and J. K. Jones, as the lawmakers "visited the principal Indian settlements in southeast Alaska as far north as Sitka and Juneau."

*Albatross* cleared Port Townsend, Wash., on 1 August, bound for the Bering Sea, but—nearly 650 miles out—suffered a breakdown of her port engine on 7 August and returned to port on the 11th for repairs. Upon completion of that work on 22 August, the ship returned to sea and resumed her fishery investigations off the coast of the Pacific Northwest and California. In Portland, Ore., during this period, between 28 September and 9 October, *Albatross* drew between 24,000 and 30,000 visitors during the Northern Pacific Industrial Exposition.

Reaching San Francisco on 25 October 1889, the steamer entered the Mare Island Navy Yard and commenced a general overhaul that continued until 5 March 1890. She resumed her active work soon thereafter, carrying out investigations between Point Arena and Point Concepcion, seining and sending ashore collecting parties.

On 5 May 1890, *Albatross* sailed from San Francisco to carry out "fishery investigations in Alaskan waters and the Bering Sea . . . defining the fishing grounds and determining the physical and natural history features" of the region. She remained at that task through mid-September, before she resumed her labors off the coasts of Washington, Oregon, and California.

Continuing to operate out of San Francisco early the following year, 1891, the ship sailed on 30 January for Panama, where she embarked the noted zoologist, Alexander Agassiz, for a special expedition authorized by President Benjamin Harrison to explore the waters off the coast of Mexico, Central America, and the region around the Galapagos Islands. Agassiz disembarked at Guaymas, Mexico, on 23 April; and *Albatross* returned to San Francisco on 5 May. That summer, she left San Francisco on 16 July 1891, bound for the Pribilof Islands, with Mr. Thomas C. Mendenhall and Mr. C. Hart Merriam—members of the Bering Sea Commission charged with preparing America's case to take before the Tribunal of Arbitration at Paris—embarked. Later, between 27 August and 14 September, *Albatross* carried out hydrographic work in the Strait of Juan de Fuca.

Over the next few months, *Albatross* operated out of San Francisco. Placed under the direction of the Secretary of the Navy, she plied the Pacific between the west coast of the United

States and the Hawaiian Islands, working towards determining "a practicable route for a telegraphic cable" between San Francisco and Honolulu. During the course of this hydrographic work (which took place between 9 October 1891 and 16 January 1892), *Albatross* also made a few dredge hauls and took some plankton samples.

Next, temporarily assigned to the Revenue Marine Division of the Secretary of the Treasury, *Albatross* departed San Francisco on 19 March 1892, bound for Unalaska, Alaska, the Bering Sea and the Aleutian Islands, to conduct fur seal investigations and gather ". . . information on questions at issue between the United States and Great Britain." Among her special passengers on this cruise were a resident naturalist, a fishery expert, a special agent of the United States Treasury, and two seal hunters, one of whom was an "interpreter of Chinook jargon." In July 1892, however, leaky boilers compelled the steamer to transfer the fishery expert and one seal hunter to the revenue cutter *Corwin*, and the resident naturalist and the other hunter to the revenue cutter *Rush*, to carry out what remained of *Albatross*' assignment as she began her return to San Francisco for repairs. En route, despite being hampered by steaming on one hastily repaired boiler, she brought in a confiscated sailing schooner to Sitka, Alaska, on 11 August and, while there, steamed out to sea and rescued the drifting whaling bark *Lydia*.

Following yard work at Mare Island which lasted into the spring of 1893, *Albatross* returned to Aleutian waters and resumed her duties in connection with the Alaskan fur seal and fishery investigations. In addition, she carried out patrols as part of the United States naval force in the Bering Sea. Returning to San Francisco at the end of September 1893, the ship departed that port on 2 January 1894, and conducted a biological survey of San Diego Bay before returning to San Francisco on 30 March.

*Albatross* sailed from her home port on 14 April, bound for the Pacific northwest and, from 19 April to 5 May, assisted in the investigation of seal and salmon fisheries in the Puget Sound region. During this period, on 1 May, Lt. Comdr. F. J. Drake relieved Lt. Comdr. Tanner, who had been in continuous command of the research vessel since she had been first commissioned.

Into the autumn of 1894, the marine research vessel alternately patrolled the Bering Sea and operated in the western Aleutians, as her embarked resident naturalist, fishery expert, and scientific assistant studied the fishing grounds of that region and the "pelagic habits of the fur seals and their rookeries on the Pribilof Islands." Then, her mission completed, she returned to San Francisco on 17 October 1894.

Departing San Francisco on 18 May 1895, *Albatross* sailed again for the Bering Sea, where, over the ensuing months, she helped to enforce "regulations governing vessels employed in fur seal fishery," but operated independently of the Bering Sea fleet. She also kept an eye on the fur seals and fishing grounds, and carried out hydrographic investigations. En route home, *Albatross* visited New Whatcom, Wash., and was on exhibit at the state fair there, hosting visitors on 18 September 1895 and for days following. She then spent nearly a month investigating the Puget Sound salmon fisheries.

Through the first four months of 1896, *Albatross* operated locally between San Francisco and San Diego Bay, conducting a physical and natural history survey of the latter, as well as of the Cortez and Tanner banks offshore. From 20 to 26 April, the ship took part in "La Fiesta de Los Angeles." Later that spring, on 17 and 18 May, *Albatross* participated in the official speed trials of the new *Oregon* (Battleship No. 3) out of San Francisco. Then, after investigating the oyster grounds of San Francisco Bay and the suitability of that body of water for oyster cultures, *Albatross* headed back to the northern Pacific.

For the next six months, the ship ranged from San Francisco to the Pribilof Islands, and from the Sea of Okhotsk and the Kuril Islands back to San Francisco, via Hawaii. During this cruise, she investigated the condition of the fur seal herds on the islands of the north Pacific and Bering Sea. In addition to carrying members of the United States Fur Seal Commission (whose membership included *Albatross*' commanding officer, Lt. Comdr. Jefferson F. Moser), she also transported two members of an independent British Commission and a photographer to the Pribilofs.

*Albatross* returned to San Francisco on 11 December 1896 and, after a few weeks of voyage repairs, on 30 December began

a provisional examination of the fishing grounds off the coast of Los Angeles County, Monterey, and in the vicinity of the Farallon Islands, to gather data for consideration in weighing the desirability of extending the limits of the offshore fisheries. Upon finishing this work on 25 April 1897, the ship began upkeep at San Francisco.

Dedicated exclusively to fishery work on her next cruise, the marine research vessel stood out of San Francisco on 8 May and operated in the waters of Puget Sound and off Cape Flattery until heading further north on 29 May. Attempting to locate new halibut banks en route, she systematically studied the "streams of southeast Alaska to determine their resources, and the abundance, movements, and habits of their fishes," before ultimately returning to San Francisco on 2 November 1897.

Soon after the United States declared war on Spain, *Albatross* was turned over to the commandant of the navy yard at Mare Island on 21 April 1898 for conversion to an auxiliary cruiser. Her dredging and collecting equipment landed and stored at the yard, the ship underwent conversion at Union Iron Works, San Francisco, over the next few months. During this alteration, her pilot house was raised to permit construction of two additional staterooms beneath it, she received a new upper bridge, and her coal bunkers were enlarged to increase her steaming radius. In addition, the ship received a battery of two 20-pounders, two 37-millimeter guns, one 53-millimeter gun and two Gatling guns. On 11 August, the auxiliary cruiser sailed for Acapulco, Mexico, as Spanish resistance on the war's last front was collapsing. On the night of 12-13 August, news was received of the signing of the peace protocol. *Albatross* returned to the Mare Island Navy Yard on 8 September and landed her guns a week later. She was then returned to the Fish Commission under the terms of a Presidential order dated 25 August 1898.

Following repairs and alterations, *Albatross* sailed from San Francisco on 23 August 1899, bound by a most circuitous route for the Far East. Over the next few months, again with Professor Agassiz embarked, she ranged into the South and Central Pacific, visiting the Marquesas, Paumotu, Society, Cook, Tonga, Fiji, Ellice, Gilbert, Marshall, Caroline and Ladrone Island groups. During the course of this cruise over a vast ocean basin, which Agassiz named "Moser Deep" in honor of *Albatross'* captain, her distinguished passenger made thousands of dredgings, and soundings of the sea yielded siliceous sponges from 4,173 fathoms.

After disembarking Agassiz upon arrival at Yokohama, Japan, on 4 March 1900, *Albatross* operated out of that port into June. During this period, from 4 to 8 May, she conducted several short dredging trips for the benefit of a party of students from the Imperial University in Tokyo. Ultimately departing Yokohama on 2 June, the ship visited Hakodate, Japan, and Kamchatka, north of the Aleutian Islands, and collected biological specimens in the North Pacific. That summer, she ranged into the Bering Sea, and ultimately returned to San Francisco on 30 October 1900 after a cruise of 14 months.

The following year, 1901, *Albatross* continued her work in the salmon fisheries of southeast Alaskan waters, departing San Francisco for that region on 23 April. During her homeward voyage in September and October, she investigated the waters off the Pacific Northwest and California to determine their suitability for the introduction of eastern lobsters and crab, and to study the movements of salmon at sea.

A little over a month later, the steamer sailed for the Farallons on 5 December and, the following morning, planted a shipment of eastern lobster and tautog, received by rail from the east coast, in the waters off those islands. After returning to San Francisco the same day, she operated from that port from 20 December 1897 to 6 April 1898, as she served as a base for a survey of the San Diego County fisheries. On 27 March 1898, her crewmen rescued a man whose rowboat had overturned some 400 yards astern of where the ship lay at anchor.

On 11 March 1902, the steamer sailed for Hawaii, and over the ensuing months, investigated the fish and other aquatic resources of the Hawaiian Islands, ultimately returning to San Francisco on 1 September. The following spring, the ship embarked members of the special commission appointed by President Theodore Roosevelt to investigate the conditions and needs of the Alaskan salmon fisheries, with an eye towards conserving this important resource, and transported them to the waters of the Pacific northwest and of Alaska. During the course of the cruise, *Albatross* enabled the members of the commission to

visit "numerous salmon streams, canneries, and salteries" in Alaska. She returned to her home port on 24 September 1903.

Early in 1904, *Albatross* operated locally between San Francisco and San Diego, working jointly with Stanford University and the University of California, in a study of the marine biology and fishery resources in the waters of Monterey Bay and south of Point Conception. The ship did not conduct another expedition until the autumn of 1904, when she sailed from San Francisco on 6 October for Panama.

With Professor Agassiz again embarked, *Albatross* cruised the tropical waters of the eastern Pacific, visiting the Galapagos Islands; Callao, Peru; the Easter and Gambier Islands before she disembarked the distinguished zoologist on 24 February 1905 at Acapulco. *Albatross* then returned to San Francisco, arriving on 5 April 1905. During this voyage, Agassiz had used *Albatross* as the base for his study of the Humboldt, or Peruvian, current, the most extensive explorations made in those waters up to that time.

Later that spring, the research vessel departed San Francisco on 18 May, bound for Alaskan waters, and, over the next several months installed a salmon hatchery at Yes Bay and, later, carried out several plankton tows in the waters between Puget Sound and Wrangell Island. She returned to San Francisco on 16 November 1905.

As the ship was preparing for her next cruise, a violent earthquake shook San Francisco on 18 April 1906, and a disastrous fire ensued. *Albatross* assisted greatly in the relief efforts. Underway on 3 May, the ship sailed for the familiar climes of the Aleutians, and, during the cruise, ranged as far as the Commander Islands (Komandorskis) and the Sea of Okhotsk, and even visited the coasts of Japan and Korea. She investigated the salmon fisheries, the distribution of the various types of fish which inhabited the waters she traversed, and conducted scientific explorations of the northern Pacific ocean. Tragically, on the return leg of the voyage, her captain, Lt. Comdr. LeRoy M. Garrett, was washed overboard in rough seas on 21 November 1906. The ship, under the command of Lt. (later Admiral) Arthur J. Heppburn ultimately reached San Francisco on 10 December 1906.

Following upkeep and voyage repairs, the steamer departed San Francisco on 16 October 1907, beginning what would be her longest cruise. Steaming by way of Hawaii, Midway, and Guam, the ship proceeded to the Philippine Islands and, over the next two and a half years, surveyed the fisheries and aquatic resources of the Philippines and neighboring regions before returning home on 4 May 1910.

That summer, *Albatross* returned to the waters off Alaska, and the Pribilof Islands, on an inspection tour of various "government activities in which the Department of Commerce and Labor" harbored an interest. After returning to San Francisco on 20 September 1910, she cruised to the Gulf of California and back between 23 February and 28 April 1911, to carry out a scientific expedition to Lower California and adjacent islands in cooperation with the American Museum of Natural History. The research vessel again departed San Francisco on 17 May 1911 and proceeded to Alaskan waters, to examine the existing halibut and cod fishing grounds and to search for new ones. She operated off the territory's southeast coast and in the Gulf of Alaska before returning home on 2 September 1911.

Found unseaworthy upon her return to San Francisco *Albatross'* sphere of operations was limited to the San Francisco Bay, and during 1912, 1913 and 1914, the ship carried out a biological survey of that body of water. Late in this period, during the fiscal year 1913, *Albatross* underwent a major refit at Mare Island that altered her rigging from brigantine to schooner; and enlarged her deckhouse, as the pilot house was extended to provide two offices and a new stateroom for the executive officer. In addition, a radio "shack" was built forward of the mainmast.

*Albatross* subsequently departed San Francisco on 12 April 1914 and set course for the coasts of Washington and Oregon, but interrupted her survey of the fishing grounds off the coasts of Washington and Oregon, to take the Deputy Commissioner of Fisheries to the Pribilofs, on an inspection trip of the fisheries of central and western Alaska that lasted from 12 June to 22 August. Returning to San Francisco on 15 September 1914, she resumed her work off the Oregon and Washington coasts the following summer, clearing her home port on 6 July 1915. Over the ensuing months, she resurveyed the grounds she had studied during her cruises in 1888 and 1889. From the spring of 1916 into the



autumn of that year, *Albatross* operated in the waters off southern and Lower California, to learn of the "distribution and migration of tuna."

Insufficient funds to operate the vessel, however, dictated that she be laid up, and she remained inactive from October 1916 to April 1917. The American entry into World War I at the end of that period resulted in the ship being transferred to the Navy for war service on 2 May 1917, within a month of the United States' declaration of war against the Central Powers.

Taken over by the Commandant of the 12th Naval District on 19 November 1917, *Albatross* was placed under the command of Lt. Comdr. John J. Hannigan. Following repairs and alterations at Mare Island, *Albatross*—her armament consisting of four 6-pounders and a Colt automatic gun—departed San Francisco on 14 January 1918 and reached Key West, Fla., on 14 February. Assigned to the American Patrol Detachment, the gunboat protected tankers transporting important oil and petroleum cargoes in the Gulf of Mexico and in the Caribbean. While working with the American Patrol Department, she took part in the search for the Navy collier *Cyclops* which, after departing Barbados on 4 March 1918, had disappeared without trace in the spring of 1918.

On 21 November 1918, 10 days after the armistice stilled the guns of World War I, the Chief of Naval Operations directed that *Albatross*, upon the completion of repairs at New Orleans, La., be released from duty with the American Patrol Detachment. Reaching Norfolk on 30 May 1919, the ship was turned over to the Bureau of Fisheries on 23 June 1919.

The following autumn, *Albatross* resumed her scientific work, cruising from Norfolk to the Gulf of Mexico and Havana, Cuba, conducting hydrographic investigations of the Gulf Stream between 30 October and 15 December 1919. The following year, *Albatross* departed Baltimore on 16 February 1920 and proceeded to the waters off New England. She then operated out of Boston into the spring, carrying out hydrographic work in the Gulf of Maine. She returned to Baltimore on 30 May.

Ultimately decommissioned at Woods Hole on the morning of 29 October 1921, *Albatross*, minus her equipment, instruments, and library, was sold on 16 June 1924 to Thomas Butler and Co., of Boston, Mass., who then refitted her "as closely possible along her old lines" as a schoolship. Four years later, fitted out as a training ship for "nautical students or cadets," the venerable vessel departed Boston on 12 July 1927 under the auspices of the American Nautical School, Inc., with 119 pupils on board, bound for European waters. The students, however, departed the ship at a succession of ports on the ship's final voyage—Cork, Ireland, Le Havre, France, and Amsterdam, Holland—with the result that only 21 remained on board when she arrived at Hamburg, Germany. The ship's crew demanded that she be auctioned off to satisfy their demand for wages. On 18 October of the same year, the ship was reportedly tied up at Hamburg, "under attachment for indebtedness." No notice of public auction has been found, and the documentary trail, such as it is, ends in 1928. Her exact fate remains unknown.

### III

(SP-1003; t. 4; l. 39'0"; b. 9'0"; dr. 3'3"; s. 13 k.; 1 mg.)

The third *Albatross* (SP-1003)—a wooden-hulled motor launch built in 1912 by the Adams Shipbuilding Co., East Boothbay, Maine—was acquired by the Navy under a free lease from John R. Rothery of Boston, Mass., for service during World War I. Fitted out at the Portsmouth (N.H.) Navy Yard and commissioned there on 10 August 1917, the vessel was assigned to the 1st Naval District in which she served as a section patrol boat until February 1919. Following a period in lay-up, *Albatross* was returned to her owner on 1 May 1919.

### IV

(AM-71: dp. 465; l. 132'4"; b. 24'; dr. 12'1"; s. 10 k.; cpl. 40; a. 1 3"; cl. *Albatross*)

The fourth *Albatross* (AM-71)—a diesel-powered trawler built for the Red Diamond Trawling Corp.—was laid down as *Illinois* at Bath, Maine, by the Bath Iron Works on 25 October 1930; launched on 19 March 1931; acquired by the Navy on 9 August 1940; renamed *Albatross* on 14 August 1940; and commissioned

at the Boston Navy Yard on 8 November 1940, Lt. Lysle E. Ellis in command.

Following her conversion for naval service as a minesweeper by the General Ship & Engine Works, Boston, Mass., *Albatross* was assigned to duty in the 5th Naval District. In early May 1941, she sailed to Bermuda, arriving at Port Royal Bay on 9 May. The ship operated in Bermuda waters until 15 August, when she got underway for Norfolk, Va. After a period of upkeep, she returned to her minesweeping activities in the Hampton Roads area. On 12 December, she set sail for Newfoundland, arriving at Argentia on 23 December 1941.

*Albatross* left that port on 4 January 1942 in company with *Linnet* (AM-76) to join a British convoy bound for Iceland. En route to the rendezvous, the ships encountered heavy weather which forced them to change their course; and they reached Londonderry, Northern Ireland, on 16 January. Although *Albatross* had sustained minor damage, she was sent to Iceland via northern Scotland, the Orkneys, Shetlands, and Faroe Islands. The minesweeper finally returned to the United States in July, when she arrived at the Boston Navy Yard. She left Boston as an escort for a convoy on 1 October and reached Greenland on 21 October. *Albatross* spent the remainder of the year in waters around Greenland.

*Albatross* struck an iceberg on 7 January 1943, causing minor damage. Then an ice pack formed astern of the ship, blocking the ship's path until shifting winds cleared the ice, enabling her to leave Greenland on 12 January. She touched at Newfoundland on 3 February and then proceeded on to Boston, arriving on the 8th. *Albatross* reached Norfolk on the 11th. After a month's overhaul, she got underway for Canada. On 11 April, while operating out of Nova Scotia, *Albatross* was struck by another ship and suffered damage which caused her to return to Boston for a drydock period. When this was completed, the minesweeper returned to Greenland to resume her convoy duties.

*Albatross* spent the first six months of 1944 moored to the pier at Narsarsuaq, Greenland, awaiting repairs to her main engine which were held up for want of spare parts. While she was thus immobilized, she provided repairs and services to other ships. On 1 June, *Albatross* was redesignated IX-171. When her engine was finally back in working order, she headed home and arrived at Boston on 14 July. Then the minesweeper reported to the 1st Naval District for inactivation. Stripped of her military equipment, she was decommissioned on 11 September, and her name was struck from the Navy list on 23 September 1944. *Albatross* was transferred to the Maritime Commission on 15 November 1944 for disposal. She then resumed the name *Illinois*, but no record of her subsequent career has been found.

The name *Albatross* was assigned to AM-391 on 17 May 1945. However, on 1 November 1945, the Navy cancelled its contract with the DeFoe Shipbuilding Co., of Bay City, Mich., for the construction of the projected *Admirable*-class minesweeper, prior to the laying of her keel.

### V

(YMS-80: dp. 320; l. 136'; b. 25'; dr. 10'; s. 14.5 k.; cpl. 32; a. 1 3", 2 20mm., 2 .50-cal. mg.; cl. YMS-1)

The fifth *Albatross* was laid down as YMS-80 on 27 June 1941 by the Stadium Yacht Basin, Inc., Cleveland, Ohio; launched on 5 May 1942; and commissioned on 15 July 1942, Lt. Charles Bulfinch in command.

The minesweeper sailed on 16 August, via Lake Erie and the St. Lawrence River, for Boston. After being fitted out at the Boston Navy Yard from 2 to 15 September, the ship was assigned to the Mine Warfare School at Yorktown, Va. She reported there on 24 October and served as a personnel training ship. YMS-80 detached from this duty on 13 March 1943 and remained in the Norfolk area through the end of June. On 4 July, she reported to Portland, Maine, for antisubmarine warfare training with Task Group 27.1. After one and one-half months at Portland, YMS-80 sailed to Newport, R.I., on 25 August and operated in the Narragansett Bay area into the autumn.

On 13 November, YMS-80 switched to her new home port at Key West, Fla. Her duties there varied from retrieving targets to acting as a reference and target vessel. On 17 February 1947, she was named *Albatross* and redesignated AMS-1.